

WINE AND
SPIRIT
MERCHANT.
CHAZALON & CO.
MAKERS
AND
FRENCH
PRESERVES
IMPORTERS
1, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S
BUILDING
DISS BROS.
Tailors.

No. 13,512.

號六廿月七年六零百九千一英

HONGKONG, THURSDAY, JULY 26, 1906.

日六初月六年午丙

PRICE, \$3.00 Per Month.

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU

AND THE CELEBRATED

KULMBACHER BIER.

Per Case of 6 doz. pils...\$18.00.
Per Case of 4 doz. qts...\$18.00.

MACEWEN, FRICKEL & CO.,
1815 3, DUNDRELL STREET.

Intimations.

WHO'S WHO

IN THE

FAR EAST.

THE

ONLY BOOK OF REFERENCE

WHICH GIVES

BIOGRAPHIES

OF THE

PROMINENT MEN OF

THE FAR EAST

IS NOW IN SALE

Price ... \$10.

FORWARDED TO ANY ADDRESS.

Obtainable from the Publishers—

3, QUEEN'S ROAD CENTRAL,

Hongkong.

Hongkong, July 10, 1906.



THE PUBLIC HEALTH AND
BUILDINGS ORDINANCE
COMMISSION.

TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters viz.—

1. Whether the administration of the
Sanitary and Building Regulations
enacted by the Public Health and
Buildings Ordinance, 1903, as now
carried out is satisfactory, and if not,
what improvements can be made.

2. Whether any irregularity or corrup-
tion exists or has existed among the
officials charged with the adminis-
tration of the aforesaid Regulation.

The Commission earnestly invite the
inhabitants of Hongkong and Kowloon to
co-operate with them by forwarding any
complaint they may have to make or sug-
gestion to offer in connection with the
matters aforesaid to the Under-
secretary.

Any person examined as a witness in the
enquiry aforesaid who in the opinion of the
Commissioners makes a full and true dis-
closure touching all the matters in respect
of which he is examined will receive a
certificate from the Commission which will
protect the witness against any civil or
criminal proceedings which may be insti-
tuted against such witness in respect of
any matter touching which he has been
examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary.

Hongkong, July 7, 1906. 1381



CITY OF PARIS
2, PEDDER STREET

CHEAP SALE

OF

MILLINERY, etc.,

FOR ONE WEEK.

Hongkong, July 24, 1906. 1479

S. LAISANZ GENERAL AVERAGE.

ARRIVED Hongkong from CALCUTTA,
PENANG and SINGAPORE 24th Decem-
ber, 1905. OFFICE 22nd NOVEMBER,
1905, between Singapore and Hongkong.
All Claims to be included in the above
GENERAL AVERAGE must be forwarded to
Messrs JARDINE, MATHESON & Co.,
General Managers, 100-102, QUEEN'S ST., N.
Canton, before JULY 31st, 1906,
otherwise they will not be recognised.
Hongkong, July 16, 1906. 1426

DENTAL SURGEON

G. DE PERINDORGE.

DIPLOMA, PARIS.

LATEST IMPROVEMENTS INCLUDING

PORCELAIN FILLINGS.

HOTEL MANSIONS, PEDDER STREET.

Hongkong, June 1, 1906. 1119

Business Notices.

THE PULSOMETER ENGINEERING CO., LD.
LONDON.

PULSOMETERS
PUMPS
WATER-SOFTENING PLANTS
FOOL-PROOF ICE PLANTS.

SOLE AGENTS: **W. S. BAILEY & CO.,**
20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. POWAN, 2,383 tons, Captain W. A. Valentine.
s.s. PATSHAN, 2,383 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,773 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,955 tons, Captain J. J. Leslie.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3.30 p.m. and 5.30 p.m.
(Sunday Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain J. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week-days at 2 p.m., except when otherwise
notified by Express. Sunday Special Excursions leaving Hongkong at 9 a.m.,
and a second departure about 7 p.m. (See Special Express).
Note:—During the Summer Months the time of leaving fluctuates to suit the tide
at Macao. See Special Summer Timetable.
Departures from Macao to Hongkong on week-days at 8 a.m. On Saturdays a second
departure about 7 p.m. On Sundays about 3 p.m. (See Special Express).

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.
JOINT SERVICE OF THE H.K. & M. STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 568 tons, Captain J. Wilcox.
s.s. NANNING, 568 tons, Captain C. Butcher.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the:—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.

N. LAZARUS,

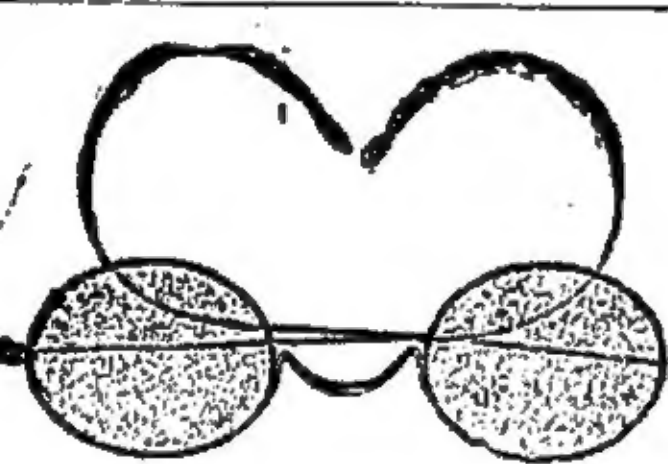
OPTICIAN.

No. 5, PEDDER

STREET

(UNDER HONGKONG

HOTEL).



EIGHT TESTED

FREE.

LENSES GRIND.

REPAIRS

A SPECIALITY.

CANADA ACCIDENT ASSURANCE COMPANY.

HEAD OFFICE, (MONTREAL)

THIS Company issues the most Liberal and Clear policy ever offered in East.
DOUBLE BENEFITS FOR TRAVEL, ACCIDENTS, FEVER, TYPHOID and
SMALL POX Covered. Policies written HERE, in any Currency.
HONGKONG OFFICE: 14, DES VŒUX ROAD CENTRAL.
GRANT AND LESLIE,
General Agents for China.
Hongkong, April 21, 1906.

JAPANESE CEDAR WOOD

FRAME MAKER.

JAPANESE CURIOS.

FUJIYAMA & CO.,

No. 3, D'AGUIAR ST.

Hongkong, June 2, 1906. 1151

Tailors.

R. HOUGHTON,

NAVAL, MILITARY AND CIVIL

TAILOR.

16, QUEEN'S ROAD CENTRAL.

Hongkong, June 8, 1906. 1180

HONGKONG ICE COMPANY, LTD.

NOTICE.

IN accordance with the Provisions of
No. 104 of the Articles of Association the
General Managers have this day declar-
ed an INTERIM DIVIDEND for the half
year ended 30th June, 1906, of FOUR
DOLLARS per Share.
DIVIDEND WARRANTS may be
obtained on application at the Office of the
Company on and after THURSDAY, the
2nd August.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 24th to 31st
inst., both days inclusive.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, July 20, 1906. 1451

CHEE WING & CO.

23 & 25, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL,

IRON WARE, &c.

STEEL CORDS and TIES.

CORRUGATED IRON, FIG IRON, &c.

Scalable for

SHIPS, ENGINEERS and HOUSE BUILDERS.

CARLTON HOUSE HOTELS.

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALITY.

FOR TERMS APPLY TO

THE MANAGER.

SPLENDID PHOTOGRAPHS.

SHOWING

PRINCE TSAI TSE

Leaving Blake Pier, on his way to Govern-
ment House, may be had from:

MEH OHEUNG, Photographer.

108, HONG KONG LANE.

Hongkong, July 12, 1906. 1647

'JANUS'

LIFE & ANNUITY INSURANCE CO.,

HAMBURG.

(ESTABLISHED 1848.)

ASSETS PER 31st DECEMBER, 1904.

Mks. 53,400,000—equal to £2,600,000.

THE UNDERSIGNED, having been
appointed GENERAL AGENTS of the
above Company for Hongkong and
China, are prepared to accept LIFE and
ANNUITY INSURANCES, as well as to
issue ACCIDENT POLICIES at the most
liberal terms ever offered in the East.

GRANT AND LESLIE,
General Agents.

CAMPBELL, MOORE & CO.,

LIMITED.

JUST RECEIVED NEW

POWDER.

PERFUMERIES, SOAPS,

HAIR FRAMES,

HAIR PINS,

&c., &c., &c.

PREACHING THE GOSPEL

IN

JAPAN AND TIBET.

By Prof. E. H. PARKER.

To be had at the 'China Mail' Office,
5, WYNDHAM STREET.

Price ... \$1.00.

WEEKLY NEWS

FOR HOME.

The Overland China Mail

Published to suit the Departure

of each English and French

Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE

(Commercial, Shipping, etc.)

\$17 per ANNUM (including Postage).

'CHINA MAIL' Office,

5, WYNDHAM STREET HONGKONG.

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

CLEARANCE SALE.

FURTHER REDUCTIONS.

GOODS MUST BE CLEARED REGARDLESS OF PRICE

7 AND 9, PEDDER STREET.

HOTEL BALTIMORE LATE HOTEL AMERICA

2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.
AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to THE MANAGER.

VICTORIA DISPENSARY

SOLE AGENTS FOR

V. R. O. LIQUEUR WHISKY

(Square Bottles) per doz. \$15.

'NESTOR' DISINFECTING FLUID

In 1 Gallon and 5 Gallon Tins

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906.

LEE LOONG & CO.,

FURNITURE STORE.

No. 14, QUEEN'S ROAD CENTRAL

(NEAR DOOR TO H. PRIDE & Co.)

All Kinds of FURNITURE, LAMPS, CANTON, BLACKWOOD, CROCKERY and GLASS

WARE. KITCHEN UTENSILS, &c., &c.

AT MODERATE PRICES.

128

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

ROYAL ACADEMY PICTURES IN 5 PARTS ... \$2.50.

PICTURES OF THE YEAR 70 Cents.

NEW STOCK

HAND-COLORED POST CARDS \$1.00 Per Doz. ... \$2.50.

EGYPTIAN CIGARETTES. VIKING NAVY CUT.

SOLE AGENTS FOR THE

BLICKENSCHER TYPEWRITER

\$85.00 and \$125.00 EACH. NEW STOCK.

'ROSBACH'

'EMPRESS OF TABLE
WATERS.'

MIXES EXCELLENTLY WITH SPIRITS.

Telephone No. 75.

SOLE AGENTS:

Caldbeck, Macgregor & Co.

WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

Products especially recommended for the Hygiene of the
Skin and Beauty of the Complexion.

SAVON A LA CREME SIMON

This soap is quite genuine and prepared with the most scrupulous healthy and scientific care. It possesses, to a certain degree, the beneficial and preservative qualities of CREME SIMON.

TRY ALSO CREME SIMON AND POWDER SIMON

To be had from ALL DEALERS.

Hongkong, July 18, 1906.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN OILY.
ALL KINDS OF WORK DONE FOR AMATEURS.

80, QUEEN'S ROAD CENTRAL.

KELLY & WALSH, LTD.

RECENT POPULAR NOVELS	JUST PUBLISHED.
Penwick's Career, by Mrs. Humphrey Ward, 1/75	3rd Edition.
The Way of the Spirit, by H. Rider Haggard, 1/75	Revised and Brought Up-to-Date
A Millionaire's Courtship, by Mrs. A. J. Little, 1/75	FOREMAN'S PHILIPPINE ISLANDS; Illus. and Map, \$12.50
The Great Green God, by F. Whishaw, 1/75	FIVE THOUSAND YEARS OF JOHN CHINAMAN, by J. Dyer Ball, 75 Cents.
The Portreeve, by Eden Phillpotts, 1/75	AN ENGLISH AND CHINESE POCKET VOCABULARY, by J. Dyer Ball, \$1.00.
The Pathway of the Pioneer, by D. Wyllie, 1/75	THE CELESTIAL AND HIS RELIGIONS, by J. Dyer Ball, \$3.00.
The Scholar's Daughter, by Bozaris, 1/75	The Statesman's Year Book, 1906 ... \$7.75
The House in Spring Gardens, by Major Arthur Griffiths, 1/75	Brassie's Annual, 1906 ... 11.00
The House of Sweet Content, by L. T. Meade, 1/75	Clove's Naval Pocket Book, 1906 ... 5.50
Tracks in the Snow, by G. R. Benson, 1/75	The Paris Salon ... 2.25
The House in Spring Gardens, by Major Arthur Griffiths, 1/75	
The Beauty Shop: A Bond Street Story, by D. Woodroffe, 1/75	MACLEOD'S TRUNK CODE, 3 Vols., \$75.00.
Captain John Lister, by Author of 'The MS. in the Red Box', 1/75	
Richard Blacklock, by A. Marshall, 1/75	
The Wrong Envelope, by Mrs. Miles, 1/75	
SANDOW'S DE. RE. PEAK. SANDOW'S GRIP DUMB BELLS.	

WILKS and JACK.

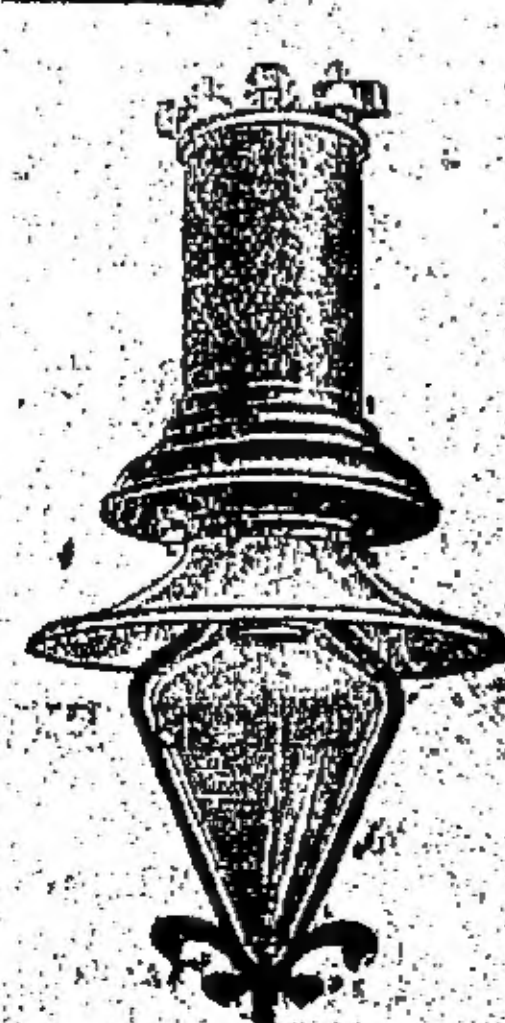
MACHINERY AND ELECTRICAL SHOWROOMS.
Robinson Road, Kowloon.
AND AT VICTORIA BUILDINGS, 5, QUEEN'S ROAD CENTRAL.
TELEPHONE 38, KOWLOON.

SOLE AGENTS FOR

THE GENERAL ELECTRIC CO., LD.

LONDON

Electric Fittings, LARGE STOCKS
Table Lamps, OF
Brackets, EVERYTHING
'Freezer' Fan, ELECTRICAL
Motors, INSTALLATIONS.
Electric Lamps, SHIPS REPAIR
ECONOMICAL, WORK.
BRITISH MANUFACTURE, EFFICIENT



TELEPHONE: 358
Hongkong, July 25, 1906.

Intimations.

MITSU BISHI GOSHIKWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT

MARUNO-UCHI, TOKIO.
CABLE ADDRESS: 'IWASAKI'.
Which applies to all Branch Offices.
At AHC 6th Edition, Western Union
Codes used.

All Letters Addressed to:
MANAGER, MITSU BISHI CO.,
with name of place under.
BRANCH OFFICES:
NAGASAKI, MOI, KOBE, KATSU,
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs GRADING & Co.
MANILA: Messrs MACDONALD & Co.

SOLE PROPRIETORS of Takasima,
Ochi, Shinmei, Namsanta and Kani-
Yama Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Buzen Coal.

The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, PEARSON STREET.

Hongkong, April 25, 1906.

CORNELL & MANNERS
PRACTICAL ELECTRICIANS.

GOLD, SILVER AND NICKEL
ELECTRIC PLATERS.

SUPPLIED, INSTALLED, REPAIRED AND
MAINTAINED.
57, PRAYA EAST, HONGKONG.
All Work under expert European
Supervision.
Hongkong, July 21, 1906.

JEYES
ELECTRIC FLUID

SOLE AGENTS:
W. G. HUMPHREYS & CO.,
BANK BUILDINGS.
Hongkong, May 18, 1906.

CARMICHAEL AND
CLARKE.

CONSULTING ENGINEERS AND
SHIPBUILDERS.
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: 'CARMICHAEL', HONGKONG.
A. B. C. Code, 4th Edition.
A. C. Code.
Liebner's Standard Code.
TELEPHONE, 232.

'REFORM IN CHINA'

BEING a letter addressed to Rear-
Admiral Lord CHARLES BEECHER,
C.B. M.P. And an article in reply to
CHINA: 'THE SLEEP AND
AWAKENING.'

To be had in pamphlet form at the
'CHINA MAIL' Office, 5, Wyndham Street.
Price One Dollar

HOMOGENEOUS
NATURAL MILK.

REMARKABLE PROGRESS IN THE ART OF
PRESERVING MILK.
PURE NATURAL COWS MILK
PRESERVES ITS GOOD TASTE IN ANY CLIMATE.



BEST MILK IN THE MARKET
FOR
INFANTS AND INVALIDS.

Case of 48/2 Liter Tins \$9.50.
Case of 48/4 \$7.00.

SOLE AGENTS:
EAST ASIATIC TRADING Co.,
HONGKONG.
Hongkong, July 14, 1906.

Intimations.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the above named Company
will be held at the Registered Office of the
Company, ALEXANDRA BUILDINGS, 20,
NORTH ROAD CENTRAL, HONGKONG,
on THURSDAY, the 31st day of July,
1906, at 12 o'clock noon, when the fol-
lowing Resolutions which were passed at an
Extraordinary Meeting of the Company
held on Saturday, the 14th day of July,
1906, pursuant to the Order dated the 28th
day of March 1906, made by the Supreme
Court of Hongkong in its Original Jurisdic-
tion in Cause No. 271 of 1905 will be
submitted for Confirmation as Special
Resolutions:

1. That the Special Resolution being the
Fourth in Number passed and con-
firmed at Extraordinary General
Meetings of this Company held on
the 31st and 28th June 1905, respec-
tively together with all Agreements
entered into thereunder and particu-
larly the Agreement in writing
bearing date the 18th day of October,
1905, made between this Company
and the Liquidator (JOHN D. HUN-
PHREYS & SON) of the one part and
the PEAK TRAMWAYS CO., LTD., of the
other part be and the same are hereby
renewed.
2. That the Draft Agreement submitted to
this Meeting and expressed to be
made between this Company and the
Liquidator of the one part and the
'PEAK TRAMWAYS CO., LTD.' of the
other part be and the same is hereby
approved and that the said Liquidator
be and they are hereby authorized
pursuant to Sections 201 and 202
of the Companies Ordinance
1865 to enter into an Agreement with
the said 'PEAK TRAMWAYS CO., LTD.'
in the terms of the said Draft
and to carry the same into effect with
such (if any) modification as they
may think expedient.

JOHN D. HUMPHREYS & SON,
General Managers.

THE HONGKONG CANTON & MACAO
STEAMSHIP COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY
HALF-YEARLY MEETING of
SHAREHOLDERS in the Company will
be held at the OFFICE of the COM-
PANY, HONG KONG, on THURSDAY,
the 14th August, at Noon, for the purpose
of receiving a Report of the Directors
together with a Statement of Accounts,
declaring a Dividend, confirming the ap-
pointment of a Director and electing
Directors and Auditors.

THE TRANSFER BOOKS of the Com-
pany will be CLOSED from the 1st to the
14th August, both days inclusive.
By Order of the Board of Directors.
W. E. CLARKE,
Acting Secretary.

Hongkong, July 19, 1906.

FOR CANTON.

THE new and fast Twin-Screw Steamer
'EAST MEADOW',
Capt. J. McDONNELL, will leave
for Canton at 9 P.M. on SUNDAY,
TUESDAY and THURSDAY at 10 P.M.
to Hongkong on the following days, leaving
Canton at 6 P.M. Excellent accommodation,
Electric Light, and perfect cuisine. Wharf
at Hongkong near Harbour Office.
First-class Fare \$5 each way. Second-
class, \$1.00 each way. Meals \$1 each.
Cargo Freight very moderate.

CHONG ON STEAMSHIP CO., LD.,
No. 138, Consangu Road Central.

700

HONGKONG-MACAO LINE.

S. S. 'WING CHAI',
CAPTAIN F. AUSTIN, R.N.R.

THIS Steamer departs from HONGKONG
on WEEK DAYS at 7.30 A.M., and
on SUNDAY MORNINGS at 7.30 A.M.,
and returns from Macao on Week Days
at 2.30 P.M., and on Sunday at 2.30 P.M.
Leaves Macao on Week Days at 10 A.M.,
and on Sunday at 10 A.M. Return
Ticket \$5. 2nd class \$1. 3rd class 50 Cts.
On and after SUNDAY, the 29th Inst.,
(inclusive) the SUNDAY FARES will be:
1st Class Single \$1.00, with Cabin \$2.00.
1st Class Return \$2.00, with Cabin \$3.00.
3rd Class Single .40 Cents, Return 60 Cts.
Storage 20 Cents each trip.

Any Meals can be supplied on Board at
a charge of \$1.00 per Meal.
First-class Passengers who do not care
to return on the Excursion Sunday, will be
allowed to sail on the following day (SUN-
day) on production of the Return Half
Ticket. Should the Steamer not run on the
Monday, owing to the Boiler Cleaning, due
notice will be given by the Captain, and the
Half Ticket will be available for the follow-
ing day. The Ship is lit throughout by
Electricity.

The Steamer's Wharf at Hongkong is at
the Western end of Wing Lok Street
SAM WANG COY,
81, Queen's Road Central.

Hongkong, June 25, 1906.

WASHING BOOBS.

(In English and Chinese)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office, Price, 50 Cents.
Goska Marx Office, 5, Wyndham Street.

TO BE LET OR SOLD.

WITH IMMEDIATE POSSESSION—IN
WANDERING ROAD.

GODOWN, built of brick with tiled roof,
just thoroughly repaired—about 4000
sq. ft. space, concrete flooring. Suitable
for Storage of any kind of merchandise.
Apply to
Care of 'CHINA MAIL' Office.
Hongkong, May 29, 1906.

TO LET.

WITH IMMEDIATE POSSESSION
the 'Forest Lodge', Ching Road.
Apply to
H. N. MODY.

1377

TO LET.

N. 15, KNUTSFORD TERRACE,
KOWLOON.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

1378

TO LET.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

1379

TO LET.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

1380

TO LET.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

1381

TO LET.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

1382

TO LET.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

1383

TO LET.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

1384

TO LET.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

1385

Intimations.

N. & C.
RAINCOATS

INVALUABLE AT ALL TIMES. WET OR FINE.
RAINPROOF, YET POROUS!!

COTTAM & CO., LD.

TAILORS AND OUTFITTERS.

YORK BUILDINGS AND PEDDERS STREET.

JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE: 1, SUZUKI-CHO, TOKYO.

LONDON BRANCH: 34, LINT STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, 100, HUNTER STREET, FIRST FLOOR.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Yokohama, Kobe, Osaka, Kure, Shimizu, Moji, Waka-
saka, Kamae, Nagasaki, Koshikabe, Suway, Misawa, Mito, Hakodate,
Tientsin, etc.

Telegraphic Address: 'MITSUI' (A.B.C. and A. Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways, Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Yagawa, Yamaguchi, and Ito Coal Mines.

SOLE AGENTS for Hokkaido, Honshu, Kyushu, Fukuoka, Yamaguchi, Mameda, Mameda,
Ogawa, Otsu, Sasebo, Tsukuba, Fushikawa, Yoshino, Yonokubo, and other
Coal.

S. MINAMI, Manager, Hongkong.

1115

To Let.

TO LET.

LARGE AIR BEDROOM with Board,
Verandah. View of Harbour. Suit-
able for Married Couple, single Gentleman,
or two friends willing to share room.
Apply by letter to
Care of 'CHINA MAIL' Office.
Hongkong, July 24, 1906.

1478

TO LET.

TO LET.

IN KOWLOON, in a country and
healthy locality, 2 FURNISHED
ROOMS are to let, together or separately.
Board can be had with the family. Electric
Light and Gas are laid on.
Apply to
Care of 'CHINA MAIL' Office.
Hongkong, July 23, 1906.

1468

TO LET.

TO LET.

'BELLEVUE', 6 ROOMED HOUSE,
Unfurnished with immediate pos-
session.
Apply to
PERCY SMITH & SETH,
6, Queen's Road Central.
Hongkong, May 28, 1906.

1388

TO LET.

TO LET.

N. 10, KENNEDY ROAD, a European
Residential House, with Dining
Room, Bedrooms; detached Servants
Quarters. Gas Light throughout. Situated
in a lovely and shady locality. Terms
moderate. Immediate possession.
Apply to
COMPTON & CO.,
Tai Koo.
Hongkong, July 10, 1906.

1390

TO LET.

TO LET.

THE FURNISHED FLAT on Top
Floor of Messrs DOUGLAS LAPRAK &
Co.'s Offices, consisting of Four Bed
and Sitting Rooms, Kitchen and Bath Room
complete. Electric Light. Fine view of
Harbour. Terms Moderate.
Apply to
DOUGLAS LAPRAK & CO.,
Hongkong, June 14, 1906.

1375

TO LET.

TO LET.

'BROOKHURST', Peak, Newly Painted
and Colour-washed, with use of
Tennis Courts, 6 Rooms. Splendid
site and well suited for a Bachelor's Home.
2nd FLOOR in Central position, con-
taining Four Large Rooms, Ante-room and
Lavatory, with use of Electric Lift.
ONE SHOP at DEACONSFIELD ARCADE.
HOUSE at the ROBINSON ROAD Level.
Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, July 23, 1906.

1448

TO LET.

TO LET.

23, WYNDHAM STREET,
N. 67, PRAYA GRANDE, MACAO.
5 ROOMS on Top Floor of 15, QUEEN'S
ROAD CENTRAL (over Calabook Macgregor).
Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, July 23, 1906.

1448

TO LET.

TO LET.

'THE AGACIAS' and 'THE GROVE',
having 26 Rooms with detached
out-houses and kitchen, situated in Ros-
sion Road, Kowloon.
Well ventilated, with Electric Lights and
Baths completely installed.
Apply to
E. M. HAZELAND,
35, Queen's Road Central;
or
WING ON, Contractor,
34, D'Agular Street.
Hongkong, July 18, 1906.

1443

TO LET.

TO LET.

THREE LARGE GODOWNS on PRAYA
East. Formerly in the occupation
of the Mitsui Bussan Kaisha.
Apply to
H. N. MODY,
Victoria Buildings.
Hongkong, May 10, 1906.

1367

TO LET.

TO LET.

'HAYTON'—THE PEAK.
IMMEDIATE POSSESSION.
OFFICES in KING'S BUILDING and
YORK BUILDING.
GODOWNS on PRAYA East.
A HOUSE in OLETON GARDENS.
A HOUSE in RYTON TERRACE.
FLATS in MONROE TERRACE.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

1379

TO LET.

TO LET.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

1379

TO LET.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

1380

TO LET.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

1381

TO LET.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

1382

TO LET.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

1383

TO LET.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

1384

TO LET.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

1385

THE FAR EAST.

Points from the Press.

SHUM'S VINDICTIVENESS.
Referring to the recent article by the
Victory of Canton; prohibiting the sale of
certain papers in Canton, the N. C. Daily
News says:—The well-known vindictiveness
of the Victory in the city of Canton has, of
course, successfully bridled the Press of
that city, so that nothing hostile has so far
been published in Canton, against his
Excellency, but there was nothing to pre-
vent people in Canton from secretly send-
ing copy to Hongkong for publication.
Hence the prohibition of the sale in
Canton of newspapers published in Hong-
kong.

KEEP PRICES UP.

The Rangoon Gazette, commenting on the
report of the Madras Railway for the half

particular change appears to have occurred from yesterday, the Palace still being guarded both inside and out by Japanese gendarmes. Although it is pretended that the object of this step is to prevent communication between the Palace and the volunteers, the Koreans themselves believe that the Japanese hope, by preventing the Emperor from receiving any independent information from outside, to gradually persuade him that he can expect no support from abroad and has therefore no alternative but to agree to all their demands. In the meantime they have been industriously searching the Palace for the eunuch Kang, who is a great personal friend of the Emperor, but it appears that Kang was warned in time and has made good his escape. Many Koreans suspected of holding communication with the outside world are under arrest or awaiting examination by Japanese court-martial and many others are being very closely watched. On July 5, the *Korea Daily News* wrote the following:—Japanese police, under the control of Mr. Maruyama, still guard all approaches to the Palace and from time to time make raids upon different buildings inside the enclosure. Under the circumstances it is, of course, difficult to obtain exact news as to their performances, but we are told that their energies are chiefly directed towards getting hold of all the ready money that they can find in order to make the Emperor entirely dependent upon the Japanese who control the Finance Department.

RAILWAYS IN CHINA.

The railway problem for China is very far from being settled. The ancient prejudice which resulted in the tearing up of the metals of the first short railway to Woonan, within two years of the inauguration from which the greatest things were expected, has passed away. For ten years or more foreigners have held valuable concessions for building railways in all parts of the Empire, and that they have failed to take advantage of this opportunity of investing capital and providing fresh facilities for trade at the same time is not wholly to be charged up to China. From the beginning there was a very natural desire on the part of China's statesmen to retain control of their railways as far as possible, and Viceroy Chang Chi-tung's costly experiment in regard to the railway from Hankow to Peking—an undertaking which has since been successfully carried out with the aid of foreign capital—was but the first of many such futile endeavours to dispense with outside aid. But after the Sino-Japanese war, the need felt for railways and the difficulty of obtaining capital at home brought about the granting of the concessions, which have so frequently made an imposing appearance on paper, which were strenuously fought for by and between the diplomats at Peking in 1895, and of which so few have materialised. British capitalists in particular were slow to turn their attention to China, and that in spite of the fact that the concessions in the Yangtze Valley which had been obtained by British diplomacy were likely to prove among the most remunerative of all. The Americans disposed of their rights in the Canton-Hankow line; the Belgians pushed forward their line from Peking to Hankow, and the Germans their system in Shantung, but there was always a suspicion of political motive behind the activity. It is hardly to be wondered that the shrewd Chinese, seeing only the indifference or the motive behind the activity, viewed all foreign railway enterprises with considerable distrust and sought an early opportunity of revoking concessions given under stress of national weakness and not with the idea that the resulting gain was to be mutual. The situation, in fact, is unfortunate. It is bad for the foreigners, who have the right to look to China for legitimate and large field for safe employment of capital; it is worse for the Chinese who need railways, but who are simply filling the pockets of grasping officials without arriving any nearer to their object, when they seek to keep out the foreign engineer and capitalist. The Shanghai-Nanking railway is a concrete instance of what cooperation of the two interests can bring about; the Canton-Hankow, muddle, an instance of what Chinese official management left to itself achieves. The surface of the Empire is rapidly being covered with an iron network, the effect of which it is hardly possible to foresee, still less to estimate.—*N. O. Daily News*.



MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

RUBEROID ROOFING

RUBEROID
PIONEER WEATHERPROOF,
ELASTIC AND
FIRE RESISTING ROOFING.
15 YEARS
RECORD FOR DURABILITY AND
EFFICIENCY.
LIGHT-COOL AND WATERTIGHT.
SEND FOR SAMPLES AND PRICES
TO THE SOLE AGENTS
**THE UNITED ASBESTOS
ORIENTAL AGENCY, LD.,**
DODWELL & CO., LD.,
General Managers.

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Room.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Bells (if required).
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
Telephone and Address: "VICTORIA," Hongkong.
For terms, etc., apply to the
MANAGER.

THE BEST BILLIARD TABLES

IN THE COLONY ARE AT
THE KOWLOON HOTEL,
CABLE ADDRESS "CHEP"
KOWLOON.

A High-class Tourist's Hotel under American Management.
First-class Cuisine.
Beautiful Garden.
MODERATE CHARGES.
J. W. OSBORNE,
Proprietor and Manager.

VICTORIA HOTEL,

SHAMSEEN, CANTON.

OF THE BRITISH CONCOSSION.
MACAO HOTEL
MACAO, CHINA.
In the Centre of Praya Grand.

BOTH Hotels under Experienced European Management.
Every Comfort and Convenience for Residents and Tourists.
W. FARMER, Proprietor.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved
61, QUEEN'S ROAD CENTRAL.

DR. M. E. CHAN,

THE Latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
57, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania,
U.S.A.

TERMS VERY MODERATE.
Consultation Free.

HISTORY OF THE CHURCHES OF INDIA, CHINA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THAILAND, FORMOSA AND JAPAN.

Translated by EDWARD HARTER PARKES
and
Reprinted from THE CHINA REVIEW.
Price 50 Cents.

For Sale at the 'CHINA MAIL' OFFICE,
5, WYNDHAM STREET.

HONGKONG HIGH-LEVEL TRAM WAYS COMPANY, LIMITED.

(IN LIQUIDATION)

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m.	9.45 p.m. to 11.15 p.m. every half hour.
----------------------	--

SUNDAY.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.30 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.
8.00 p.m. to 8.30 p.m.	Every 15 minutes.
8.30 p.m. to 8.45 p.m.	Every 15 minutes.
8.45 p.m. to 9.00 p.m.	Every 15 minutes.
9.00 p.m. to 9.15 p.m.	Every 15 minutes.
9.15 p.m. to 9.30 p.m.	Every 15 minutes.
9.30 p.m. to 9.45 p.m.	Every 15 minutes.
9.45 p.m. to 10.00 p.m.	Every 15 minutes.
10.00 p.m. to 10.15 p.m.	Every 15 minutes.
10.15 p.m. to 10.30 p.m.	Every 15 minutes.
10.30 p.m. to 10.45 p.m.	Every 15 minutes.
10.45 p.m. to 11.00 p.m.	Every 15 minutes.
11.00 p.m. to 11.15 p.m.	Every 15 minutes.
11.15 p.m. to 11.30 p.m.	Every 15 minutes.
11.30 p.m. to 11.45 p.m.	Every 15 minutes.
11.45 p.m. to 12.00 a.m.	Every 15 minutes.
12.00 a.m. to 12.15 a.m.	Every 15 minutes.
12.15 a.m. to 12.30 a.m.	Every 15 minutes.
12.30 a.m. to 12.45 a.m.	Every 15 minutes.
12.45 a.m. to 1.00 a.m.	Every 15 minutes.
1.00 a.m. to 1.15 a.m.	Every 15 minutes.
1.15 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 1.45 a.m.	Every 15 minutes.
1.45 a.m. to 2.00 a.m.	Every 15 minutes.
2.00 a.m. to 2.15 a.m.	Every 15 minutes.
2.15 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 2.45 a.m.	Every 15 minutes.
2.45 a.m. to 3.00 a.m.	Every 15 minutes.
3.00 a.m. to 3.15 a.m.	Every 15 minutes.
3.15 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 3.45 a.m.	Every 15 minutes.
3.45 a.m. to 4.00 a.m.	Every 15 minutes.
4.00 a.m. to 4.15 a.m.	Every 15 minutes.
4.15 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 4.45 a.m.	Every 15 minutes.
4.45 a.m. to 5.00 a.m.	Every 15 minutes.
5.00 a.m. to 5.15 a.m.	Every 15 minutes.
5.15 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 5.45 a.m.	Every 15 minutes.
5.45 a.m. to 6.00 a.m.	Every 15 minutes.
6.00 a.m. to 6.15 a.m.	Every 15 minutes.
6.15 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 6.45 a.m.	Every 15 minutes.
6.45 a.m. to 7.00 a.m.	Every 15 minutes.
7.00 a.m. to 7.15 a.m.	Every 15 minutes.
7.15 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 7.45 a.m.	Every 15 minutes.
7.45 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8	

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDING,
De Vaux Road Central.

JOHN D. HUMPHREYS & SON
Liquidators.

LAU WAI CHUN'S AFFAIRS.

Liabilities \$2,500,000.

In the Bankruptcy Court this morning before His Honour Mr. A. G. Wio (Judge) Mr. R. F. O. Master applied for adjudication of Lau Wai Chun as a bankrupt. The public examination has been closed, and the case was adjourned by His Lordship the Chief Justice in May last in order to allow the Official Receiver to make inquiries as to the probability of the recovery of certain sums put down as assets.

Messrs C. F. Dixon and F. B. Deacon (appearing on behalf of creditors) opposed the application.

Mr. Wakeman (the Official Receiver) said that with regard to one debt of \$5000, the debtor said he would defend any action for the amount; he had written with regard to another sum of \$1000 said to be due from a person in Canton but did not get a reply. The total assets he could set amount to \$700, and the liabilities to \$2,500,000.

Mr. Deacon pointed out there was also an amount of \$800,000 due by Lau Wai Chun which was not shown.

The Judge—In his statement of assets he put down \$70,000; if he is adjudicated bankrupt, you will not get 5 per cent. of your costs.

Mr. Master—Mr. Dixon has two actions against Lau Wai Chun which were set down for trial before the petition in bankruptcy was filed. If he gets judgment he will take everything and the other creditors will get nothing.

The Judge—There is nothing for anyone as far as I can see. The receiving order was made on the statement that there were \$70,000 as assets, but it now turns out there is only \$700, which will pay rather a small percentage.

Mr. Deacon—At present there is not sufficient money in the hands of the Official Receiver for him to take action.

After further argument the hearing of the application was adjourned.

A BUILDING DISPUTE.

Building Authority Versus Owner.

An interesting case was commenced before Mr. F. A. Hareland, at the Magistrate's Court this afternoon in which a Chinese named Fung Chun Yee was summoned by the Building Authority for failing to comply with a notice under the Public Health and Buildings Ordinance.

Mr. F. B. L. Bowley (Crown Solicitor) presented and Mr. M. W. Slade (instructed by Mr. Stevenson) represented the defendant.

Mr. Bowley in outlining the case said that the case was a very deliberate, very serious and very flagrant breach of the provisions of the Building Ordinance. The defendant recently purchased the premises known as Messrs' godowns on the Praya East. The godowns were pulled down and several blocks of Chinese houses erected in their place. The defendant, through his architects (Messrs. Palmer and Turner) submitted plans to the Building Authority for the houses and it was regarding two blocks of their houses in Hill Road, near Connaught Road West, that the prosecution was brought. The houses were exceptionally well lighted and well ventilated but were of a greater depth than 40 ft. under which circumstance special provisions as to window area were required. The plans did not show this area and an application was made to the Governor in Council for exemption. (This was at first refused but subsequently upon the representation of Messrs. Palmer and Turner was granted. Plans were submitted in September last year and of course the defendant should have waited until they were approved before commencing the work. He did not do so. (Mr. Slade—That is done in every case. The Building Authority is so slow.)

Mr. Bowley objected to the interruption and to abuse of the Building Authority. He continued:

This was the first notice that had been forwarded. All the legitimacy of the architects had been used to put as much bricks and mortar (buildings) upon the space as possible and the case practically amounted to a struggle between the owner and the Building Authority. The former wanted to build as much as possible on the land and the Building Authority wished to see that the provisions of the Ordinance were complied with. The owner had gone on with the work without consulting the Building Authority and on March 20 Inspector Hutchings (Mr. Slade objected on the ground that a lot of irrelevant matter was being brought in simply to prejudice the case.) The objection was overruled and Mr. Bowley proceeded. It came to the knowledge of the Building Authority that a wrought iron partition had been erected in two of the large houses and one small one which divided each into two separate houses and it was regarding these partitions that the summons was taken out. They were not authorized by the Building Authority and no notice of the intention to construct the iron walls or partitions was given. This was a very material alteration to and deviation and the original plans. Notice was given requiring the defendant to remove the partitions but so far he had not done so. Evidence was called and the further hearing adjourned until to-morrow.

COLIC AND DIARRHOEA.

PAINS in the stomach, colic and diarrhoea are quickly relieved by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. What is best of such a medicine, give it trial. For sale by all chemists and druggists.

A TRADE MARK DISPUTE.

"Po Wai" Watches.

In the Original Jurisdiction of the Supreme Court this morning, His Lordship, Sir Francis Pigott (Chief Justice), gave judgment in the action against Messrs. Ullmann and Company brought by Messrs. Caesar Louba and Charles Leuba.

Mr. M. W. Slade (instructed by Mr. John Hastings) appeared for the plaintiffs, defendants being represented by Messrs. E. H. Sharp, K. C., and H. G. Calthrop (instructed by Mr. C. D. Wilkinson).

The statement of claim set forth that plaintiffs were watchmakers in Switzerland and exported to China, their trademarks being the Chinese characters "Po Wai" and "Yee-na" (or "Yee-na") combined with various devices, each combination forming a separate trade mark. In 1893 the defendants registered in Bern, Switzerland, two trademarks in which the Chinese characters for "Po Wai" and "Yee-na" (or "Yee-na") were combined with another device and different border. This was not brought to the notice of plaintiffs for some considerable time. The action commenced to-day for an injunction to restrain the defendants from infringing the plaintiffs' trade marks; for an account of the profits of the defendants made in selling watches not of the plaintiffs' manufacture sold under the devices aforementioned; an inquiry as to the damages suffered by reason of the defendants passing off watches not of the plaintiffs' manufacture as "Po Wai" watches; an order for the defendants to deliver up to the plaintiffs all watches not of the plaintiffs' manufacture in the defendants' possession marked with any of devices referred to, all price lists, copies of invoices, advertisements and other documents and all advertising blocks in the defendants' possession bearing the words "Yee-na" or "Po Wai" for the purpose of being destroyed.

The judgment was a long one and took the Chief Justice about an hour and a half to deliver. We regret that we have not the space to give the judgment in full. The conclusions the Chief Justice came to were that with regard to the plain "Azur" mark watches, whichever way the case was put plaintiffs must fail. With regard to the "Yee-na" mark the plaintiffs were entitled to an injunction restraining the defendant or their agents from making use of the mark in Hongkong or in Hongkong as a distributing centre for the rest of China. This would cover the "Yee-na" mark in any form resembling the plaintiffs' "Yee-na" mark, either without a border or with a form of device as its surroundings. With regard to the accounts His Lordship was of opinion that the plaintiffs were only entitled to relief from the day they themselves took action. The account would therefore date from the time of the first intimation given by Leuba or his agents to Ullmann or his agents. The injunction and the account would include the Po Wai mark for what they might be worth. His Lordship suggested to the parties that they should agree that the existing stock of "Yee-na" watches coming within the terms of the injunction should be shipped to Shanghai with an undertaking that none of them should be sold to dealers in Canton or other places usually supplied from Hongkong. In conclusion His Lordship said that leave must be given to either party to vary this order and the decision as regards costs was reserved.

CHINESE LABOUR IN AFRICA.

Coolies For German Colonies.

BERLIN, June 21.—The German engineering firm of Hiltmann and Company has received permission from the German Colonial Department to employ 500 Chinese workmen in German East Africa. The despatch of this contingent of Chinese workers has been ordered by telegram, and as soon as the consent of the Chinese Government is given, which will certainly be forthcoming under an administrative order issued in 1892, subject to regulations made by the Governor in each particular case. Chinese workmen have been employed in this colony on several previous occasions, and the experience has not deterred the German authorities from again granting permission for the engagement of yellow labourers. The engineering firm in question finds it necessary to employ Chinese workmen, because the natives are either too incompetent or too lazy to perform the required labour.

Chinese are principally employed in constructing bridges over the King's River. Strict regulations are issued regarding their supervision. They must live within the boundaries, or compounds, apportioned to them, and all intercourse with natives is prevented as far as possible. This particular contract is for two years, and when it lapses the Orientals must be shipped back to China. It is stated that as the development of the colony proceeds, it will probably become more and more necessary to employ Chinese labour.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 25th at 1.20 p. The depression in the Pacific is moving Northwards and approaching the S. Coast of Japan.

On the 25th at 11.50 a. The barometer has risen slightly over S. China.

The barometer has risen considerably in Luzon, and pressure is now slightly above the normal over the S. Philippines. Gradients are hence somewhat steeper than yesterday over the China Sea, and S. and S. e. gales will prevail over the northern part of this area.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.12 inches.

SPORTING.

Water Polo.

THE COMPETITION OPENED.

The first match in the first round of the Water Polo Competition took place yesterday between the "A" team V.R.C. and "A" Company, R.W.K. The teams were:—

R.W.K.—Privates Boniface, Brown, Christie, Lance-Corporal Budgen, Privates Bonham, Mussett and Buttle (goal).

V.R.C.—J. Wiltchell, E. Humphreys, O. B. Chynup, A. J. V. Ribeiro, J. M. R. Pereira, A. H. Carroll, L. E. Lammer (goal).

The V.R.C. obtained the ball first, but a little bungling allowed the soldiers to gain possession. Three of the latter were together and a little combined play may have resulted in a score, but one of them threw at goal very weakly and the V.R.C. commenced the attack again. Three times in quick succession Wiltchell threw at goal, the third one going in. The goal was then bombarded by Pereira, Humphreys and Wiltchell, the one from Wiltchell striking the post and bounding out to Pereira, who had little difficulty in scoring. A few seconds later Humphreys tried again, but Buttle saved; Wiltchell had another shot, which the goalkeeper blocked and the ball bounced to where Carroll was waiting, and he scored. Two more goals were scored by Wiltchell, one striking the posts and just going through and then shortly afterwards Pereira scored, bringing the total to six goals to nil. The first half closed then.

In the second spell the V.R.C. players were content with defending their goal and simply played with their opponents. Three goals were scored before the call of time and the match finished in a win for the V.R.C. by nine goals to nil.

On Monday afternoon three matches will be played as follows:—

"B" team V.R.C. v. "D" Co., R.W.K.

"H" Yacht Club v. "G" Co., R.G.A.

Royal Engineer, c. 83rd v. R.G.A.

The first game will commence at 5.15 and the succeeding games as soon as possible afterwards.

Home Cricket.

One of the most interesting of recent matches was the first day's play in the Essex-Yorkshire game, at Leyton on June 28.

The Essex innings was made excellent by the fine cricket of F. L. Fane (65) and the Rev. F. H. Gillinham (59, not out). With Fane there was the exquisiteness of style and precision. Gillinham's robustness afforded equally charming cricket to watch. Yorkshire's bowlers certainly derived some help from the wicket. Essex were always playing hard for their runs, and their score of 231 was in the circumstances far from being a bad one, especially in the light of what was to follow.

Yorkshire lost seven wickets for 77; Stannicelli's 20 being to be the score. George Hirst began the day as if he was in for a heap of wickets, but after getting Carpenter with a scupper he had no more luck until after luncheon, when he sent Fane's leg-stump flying, and completed his century of wickets for the season. A thousand runs and 100 wickets in June; a record!

George Hirst has accomplished the feat of taking 100 wickets and scoring 1,000 runs on seven occasions, and in the last two seasons he scored over 2,000 runs. His full record is as follows:—1898, 1,122 runs, 104 wickets; 1897, 1,535 runs, 101 wickets; 1911, 1,950 runs, 183 wickets; 1903, 1,844 runs, 128 wickets; 1904, 2,501 runs, 132 wickets; 1905, 2,286 runs, 110 wickets; and 1906, unfinished. Dr. W. G. Grace is the only other man to have equalled his record. Hirst reached his 1,000 run on June 28 and is the fourth batsman to do it. He was batting 135 minutes for his 126 against the Cantabs.

THE CENTURY ROLL.

P. F. Warner, for Middlesex v. Kent, 122.

J. H. Gordon, for Oxford v. Surrey, 117.

W. G. Arnold, for Worcester v. Leicestershire, 126.

A. J. E. Knight, for Leicestershire v. Warwickshire, 126.

J. J. J. for Leicestershire v. Warwickshire, 100.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

K. L. Hutchings, for Kent v. Yorkshire, 131.

SOCIAL AND PERSONAL.

We regret to hear that Mr. Sharp, K.C., is indisposed. He is said to be suffering from a bad attack of fever and has been unable to attend to his legal duties for several days. His numerous friends will wish him a speedy recovery.

Referring to Mr. J. Dyer Ball's booklet "Five Thousand Years of John Chibman" the *Strait Times* says: "We take exception to the title. The time has gone by to nickname the Celestial. 'Celestial' is no nickname, but 'John Chibman' is, and Chibman, whether British-born or of unadmitted Chinese connection, do not like it, so Mr. Ball had better drop the John."

It is with regret the *Strait Times* records the death, which took place suddenly on July 27, from apoplexy, of Mr. George Scalfie, of North Bridge Road. The deceased gentleman, who was one of the oldest European residents in Singapore, was about sixty years of age. A native of Yorkshire, England, he came to Singapore originally in the employ of Messrs. Sayle and Company, general merchants. He eventually became one of the original concessionaries of the Panjani and Sino-Dan Gold Mining Company from the Sultan of Pahang. Later he was the sole proprietor of the Singapore Planting and Packing Company. Mr. Scalfie was very well known in the Colony and much respected. He was a keen sportsman, being a constant follower of the Tynnell Drag Hounds. He had enjoyed good health throughout his life; only on June 16 he was transacting business at the godown of the Borneo Company.

A SHIPPING WAR.

British India Co. Involved.

The introduction of the Swadish steamers service between Tuticorin and Colombo in June has occasioned keen competition between the Shah Line Steamer Co. and the British India Steam Navigation Company, and this rivalry is bound to result in great benefit to the travelling public. The B. I. S. N. Co., which had, up till now, enjoyed the sole monopoly of carrying cargo and passengers between this port and Ceylon, on discovering that there was competition to be encountered, reduced their fares and freights all round, with a view to induce passengers and merchants to patronise their vessels. The Shah Line Agency, though they have not yet allowed any concession in the matter of fares, have provided additional facilities to their clientele in the matter of convenience and accommodation in Tuticorin, and have extended the scope of their operations by establishing out-agencies at various centres. During the four weeks that elapsed since the commencement of the service the Shah Line Co. has met with a success which has exceeded its expectations. Great activity exists in the matter of shipping enterprises in Tuticorin and the feeling between the rival Companies runs high, giving rise to occasional animosities.

While the B. I. S. N. Co. were announcing the reduction of their fares by boat to-morrow the other day, the Swadish shires appeared on the scene and directed their tom-tom wallohs to announce the excellence of their arrangements. They even went out of their way to persuade the rival Company's tom-tom men to relinquish their work. A disturbance appeared inevitable and would certainly have occurred but for the prompt action taken by Mr. D. G. Waller, I.O.S., the Head Assistant Magistrate, who issued notices to the local Agents of the rival Companies to show cause why an order under Section 141 of the C. P. C. should not be passed. The Agents of both the Companies failed to put in an appearance, and the Magistrate passed an order prohibiting both parties from sending tom-tom men through the streets of Tuticorin. As his order the Magistrate observed that the practice of tom-tomming was objectionable from the point of public convenience and tranquility and tended to the unnecessary assembling of crowds in the streets.

On June 25 what might have been a serious accident occurred. The launches of both the steamers left the jetty almost simultaneously, and after they had gone a few hundred yards the Shah Line Company's launch is reported to have, wilfully attempted to collide with the B. I. S. N. Co.'s launch. On being apprised of the incident, Mr. Waller, with commendable promptness, issued a "stringent" order regulating the sailing of the launches. The Magistrate observed that the Shah Line Company's launch apparently deliberately steered across the bows of the B. I. S. N. Co.'s launch and a serious accident—there being many passengers on board—was narrowly averted. In Mr. Waller's opinion it was obviously necessary to make this sort of thing impossible in future, and he accordingly ordered that the B. I. S. N. Co.'s launch, as it carried the Mails, should have priority in starting, and that the Shah Line launch should leave the jetty at 4.45 p.m., or not till a quarter of an hour after the B. I. S. N. Co.'s launch had started, at whatever time that may be.

On the Canning Town track on June 27 H. Collier beat the 100 miles motor-cycle record of 2hr. 21min. 45sec., standing to the credit of Martin, by covering the distance in 2hr. 21min. 45sec.

H. L. Simms played a fine knock for Sussex against Oxford. In his 81 there were fourteen 4's, and he made 81 out of 110 in fifty-five minutes. His stand with Brett for the last wicket put on 60 in twenty minutes, towards which Brett made 8.

Arnold made his 125 in 225 minutes. His recent scores have been 169 and 76 not out against Warwick, 79 against Lancashire, 71 and 49 against Oxford, 101 and 35 not out against M. C. C., and 126 against Lancashire.

Knight (125) and Jakes (100) added 168 for the seventh Leicestershire wicket against Warwickshire in 105 minutes. Jakes was brilliant; but Knight took his time, and was in three hours and three-quarters.

Two large totals were made during the last week in June—Warwickshire 492 and Leicestershire 417.

The entries for Henley, which were published on June 26, reached the record total of sixty-nine crews and scullers, the "Stewards' Cup" and the "Victoria Plate" being the only events in which the entries number less than nine. The previous best entry was fifty-eight.

(Continued on Page 6.)

THAT FRAUD BILSON.

[By G. A. S.]

The admirers of Bilson—and they were legion—used to regard him as the greatest literary asset that the Colony possessed. His detractors, generally unsuccessful dabblers in the art of writing, could find nothing more spiteful to say than that Bilson was suffering from a certain kind of itch known as *cacoethes scribendi*. This sort of accusation never does a man much harm—it is after all a much milder and less infectious form of disease than either *lunatic irritans* or *cacoethes ebullendi*.

Needless to say, I was of the number of Bilson's admirers and one of the most fervent. There have been proud moments in the lives of all of us—greatest and least alike. The schoolboy ascends to the seventh heaven when his football captain says "Well played." The undergraduate carries not the King on his throne when he (the undergrad, not the King) receives his first nod of recognition from a real-life Blue. (These Blues have not this effect to the same extent.)

The griffin thrills with the most exquisite pleasure when for the first time he is seen at the bar standing a drink to a member of the Club Committee. He knows that his claim to be a "dog" is now beyond dispute.

The Happy Valley Hussar adds three cubits to his stature when the doubtful salute of some beighted Sikh policeman allows him that it is possible to mistake him for an officer.

The unofficial Member of Council will remember to the end of his days the first fine careless rapture of the moment when he heard himself described as "The Honourable."

Similarly the supreme moment in my own career arrived when I got a note from Bilson saying "Come to dinner to-morrow at 8 p.m. Tête-à-tête. We'll discuss Literature." It was a long time before I could fully grasp the extent of the honour that was being done me. Bilson was the most exclusive man in Hongkong. He claimed that you never met any but intellectual people at his house. He and his messmate—a literary star second in magnitude only to himself—were said to look down on the bulk of Hongkong as the eagle soaring above the mountain heights may be supposed to look down on the worms in the valley below.

And mine was the honour of dining with him alone—up to that time my hero had only bestowed on me an occasional nod but generally he had ignored me [I found afterwards that my invitation was due to a mistake. Somebody had told him (wrongly) that I had written a poem called "Ode to the Hongkong Civil Service" which had lately made anonymous appearance.]

During dinner Bilson laid himself out to appear worthy of my evident admiration. I was astounded at his tale of the amount of literature he hinted he had given to the world. Under different pseudonyms he was responsible for poems, plays, books of travel, essays, historical novels and a treatise on Religion. At that very moment he had a serial story running simultaneously in seven first-class English and American magazines. For ordinary newspapers he wrote not at all. The one honourable exception to this rule was when he received a special mandate from *The Times*. God Heavens! to-morrow was mail day and he had pledged his word to *The Times* that his article on—why, he'd forgotten what he was to write about; Oh, yes, that was it—"The Russian Serf"—would reach them by such and such a date. Would I come into the library and take a long chair and a cigar and a whisky and soda and excuse him while he dashed it off? I might have the last copy of the *Nineteenth Century* to read. I must not mind if now and then he read a passage aloud—it was very often impossible to get the perfect balance of a sentence any other way.

I sat down, but not to read. I had a much more entrancing occupation. It was given to me to watch Genius in creative mood—a human condition, which, according to the poet, most nearly approaches to godlike state.

Bilson's face, from where I lay, was what I believe photographs call "three-quarter profile" and irresistibly reminded me of pictures on Lord Byron. As I watched the play of light of his features I could almost imagine the great thoughts that were crowding his brain. The hand comes up to the forehead—he is in the agonies of composition. The jaws come firmly together and clouds gather on the lofty brow—a deathly hush is being cast; at tyranny; the axe and the block and the guillotine appear almost as tangible realities before my eyes. A softer look creeps over the face—the slave is being set free: the clanking iron falls to the floor and a fellow-being takes his first long-deferred draught of liberty. "Something like a dimple round the corners of the mouth—this is the humour that is the mistress of tears. Then a scornful flash—this is the biting satire that will change the fate of a nation of ninety million souls. At times I heard broken references to 'the system that marred the glory of Greece and diminished the magnificence of Rome'; 'the foundation-stone laid at Rannymede'; 'triumphant Italy emerging from under the heel of Austria'; 'the dragon-sword of North America which all but bore fruit'; and so on.

Then there was a longer passage which I rightly guessed to be the peroration: "The clear trumpet-clang of Justice has reverberated down the centuries and never in vain; the arm of the blind goddess is as strong and her sword as keen as ever; let those who oppose her beware."

Let when our latest hope is dashed by our defeat.

And leave byproduct in some wild hour, how much the wretched dare.

Bilson, in utter exhaustion, lay back in his chair and soon his snoring was reverberating like his own "trumpet-clang of Justice." I am not a man of many scruples

at any time. To-night I had none. I read that manuscript through from end to end. It contained not one word about Russia. It was addressed to the Editor of the *Hongkong Clarion*; the subject was "Civil Servants' Salaries" and the signature was *Pro Bono Publico*. Two months later I learnt from Bilson's messmate—there had been a quarrel and they had separated—that Bilson was a fraud, that this kind of gratuitous writing was the only kind he ever got published and that he had never appeared in print except under the original disguise of *Pro Bono Publico*. I have knocked Bilson off his pedestal and am in search of a Hongkong hero—other than a poodle-faker or a bridge-player—whom I may set up and worship in his stead.

BY WHARF AND WAVE.

The water was let into the new basins of the northern harbour at Antwerp on the 14th inst. Large vessels will not, however, be able to use that harbour until the great lock is completed next year, but small vessels will be able to go there in September next.

On the coasts of Iceland, 237 vessels have stranded in the last twenty-five years; only in one case was salvage possible, all the other ships were totally lost. The crews numbered altogether 2,110 persons, and of this number 87 were drowned and 8 died from the sufferings they endured. In Medallan's Bay, the most dangerous part of the coast, a refuge for the shipwrecked is now established and stocked with provisions and other necessities.

A Long Steamship Run.

A correspondent writes to the *Times*:—The steamship "Goldsmith," belonging to the Shell Line, has just arrived at Rotterdam, after steaming from Singapore by the route round the Cape of Good Hope, a distance of 11,791 miles, in 52 days, without once stopping the engines or checking the generation of steam in the main boilers. This performance is believed to be the longest "non-stop" run ever made by marine machinery. The vessel was burning liquid fuel and with so great an economy that enough surplus is left to take her 20 days' steaming on her return passage east.

Liner's Strange Escape.

The White Star liner "Majestic" miraculously escaped a head-on collision with the light ship "Coningbee" during a heavy fog shortly before nine o'clock one night in the latter part of June, three miles off Wexford and 75 miles out from Queenstown. On account of the fog, it seems the liner was running at half speed when the lightship was suddenly sighted only 15 feet ahead. In the twinkling of an eye the liner's wheel was put hard astern, and the starboard side grazed the lightship, which missed a ribcage by only a few inches.

The shock threw the two thousand passengers into a panic, and Captain Hayes, of the "Majestic," ordered boats to be manned to render assistance to the lightship, if required. It was intimated by messengers, however, that the lightship had incurred no serious damage, whereas the passengers on the "Majestic" cheered lustily, the crew of the lightship responding. The "Coningbee" had previously been in wireless communication with the "Majestic" for some time, and the accident was stated to be due to the fact that the lightship's siren was not blown sufficiently.

Could Beat The "Dreadnought."—On June 23 Messrs Wm. Broadnought and Co., Dalnair, successfully launched the battleship "Agamemnon," which they are building for the British Government. The vessel is 410ft. in length, 79ft. 6in. in breadth, and has a displacement of 18,500 tons on a draft of 27ft. The engines, which will be supplied by Messrs R. and W. Hawthorn, Leslie and Co., Hobart, are to indicate 18,760 h.p. and to give the vessel a speed of 18 knots.

The "Agamemnon" will have four 12in. guns and ten 9.2in. guns, all on the upper deck, capable of firing 7,500lbs. of shot in one round. The water-line belt amidships is 12in. thick, reducing to 4in. at the stern and 6in. towards the bow. The vessel was only ordered last year, and is to be completed in 1907-8. The contract price for the hull is £790,202, and for the machinery £202,132, and when completed with armour and guns it is estimated that the vessel will cost £1,615,104.

Mr. Edmund Sharer, in responding to the toast of "The Builders," said that the "Agamemnon" was the first of her class to be launched, and she had been brought to the launching stage in nine months and twenty working days. This, he said, represented the labour of one man for a thousand years. In proof of construction the credit lay with the "Dreadnought," but he said, if Messrs Broadnought got a repeat order they would beat the "Dreadnought's" record.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	Marseilles (Brindisi)	Plymouth (London)
DEVANHA 8000	July 28	MOOLTAN 10000	Sunday, Aug. 26	Saturday, Sept. 2
MOLDAVIA 10000	Aug. 11	MARMORA 10000	Sunday, Sept. 9	Sunday, Sept. 16
DELHI 8000	Aug. 23	VICTORIA 10000	Sunday, Sept. 23	Sunday, Sept. 30
DELTA 8000	Sept. 6	MACEDONIA 10000	Monday, Oct. 7	Monday, Oct. 14
* OCEANA 7000	Oct. 6	CHINA 8000	Monday, Oct. 21	Monday, Oct. 28
DONGOLA 8000	Oct. 20	INDIA 8000	Monday, Nov. 11	Monday, Nov. 18
DEVANHA 8000	Nov. 3	BRITANNIA 10000	Monday, Dec. 17	Monday, Dec. 24
DELHI 8000	Nov. 17	MOOLTAN 10000	Monday, Dec. 18	Monday, Dec. 25

* The 'Oceana' proceed through, and take passengers for Marseilles and London without transshipment.
Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
to	HONGKONG	LONDON
* SARDINIA 7000	Aug. 1	Sept. 17
* TUBIA 6000	Aug. 15	Oct. 1
* BUNDA 5000	Aug. 29	Oct. 15
* JABA 4500	Sept. 12	Oct. 28
* MANILA 4500	Sept. 26	Nov. 10
* NILE 4000	Oct. 10	Nov. 24
* PALAWAN 5000	Oct. 24	Dec. 7
* SUMATRA 5000	Nov. 7	Dec. 21
* SARDINIA 7000	Nov. 21	Jan. 4, 1907
* NAMUR 7000	Dec. 5	Jan. 18
* BORNEO 5000	Dec. 19	Feb. 1

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carry only First Saloon Passengers.
* Carry 1st and 2nd Saloon Passengers.
For Passage, Apply to

E. A. HEWETT,
Superintendent.

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOMELINE.

OUTWARD.

Steamers	Destination.	To Sail.
* SAZONIA	SHANGHAI, YOKOHAMA & KOBE.	27th July.
* SILESIA	SHANGHAI, YOKOHAMA & KOBE.	30th July.
* SOANIA	SHANGHAI, YOKOHAMA & KOBE.	8th August.
* SLAVONIA	SHANGHAI, YOKOHAMA & KOBE.	14th August.
* SENEGAMBIA	SHANGHAI, YOKOHAMA & KOBE.	22nd August.

HOMEWARD.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPIENHAGEN, LONDON, OLYMPIA, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENEVA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

Steamers	Destination.	To Sail.
* ALESIA	HAVRE AND HAMBURG, via Singapore, Penang & Colombo.	7th Aug.
* SPEZIA	HAVRE AND HAMBURG, via Singapore, Penang & Colombo.	14th Aug.
* SILESIA	NAPLES, HAVRE AND HAMBURG, via Singapore, Penang & Colombo.	4th Sept.
* SOANIA	NAPLES, HAVRE AND HAMBURG, via Singapore, Penang & Colombo.	18th Sept.
* SENEGAMBIA	HAVRE AND HAMBURG, via Singapore, Penang & Colombo.	28th Sept.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amply lighted throughout by electricity duly qualified Doctor and Stewards on board.

COAST SERVICE.

Steamers	Destination.	To Sail.
* JTHAKA	SHANGHAI AND CHINKIANG.	To follow.
* LYDIA	SHANGHAI AND CHINKIANG.	To follow.
* KOWLOON	SHANGHAI AND CHINKIANG.	To follow.

Taking Cargo at through Rates to Tientsin and Chinkiang.

For Freight and Passage, apply to

For Steamers of the Coast Service marked † to

HAMBURG AMERIKA-LINIE, SIEMSEN & CO. HONGKONG OFFICE 313

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destination.	To Sail.
* BOSU MARU, Capt. T. Takano.	SHANGHAI, via SWATOW, AMOI AND SOOCHOW.	SUNDAY, July 29, at 10 a.m.
* MASU MARU, Capt. T. Takami.	TAMSOI, via SWATOW, AND AMOI.	WEDNESDAY, Aug. 1, at 10 a.m.

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amplest. Unrivaled Table.
Taking Cargo on through Bills of Lading to all Ports of Northern China Ports.
For Freight, Passage and further information, apply to the Agents, Messrs. Jardine, Matheson & Co., Ltd., at Second Floor No. 1, Cross Street, Singapore.

T. ARIMA, Manager.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG
STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates, 1906.
WEDNESDAY, 1st August.	WEDNESDAY, 15th August.
WEDNESDAY, 22nd August.	WEDNESDAY, 29th August.
WEDNESDAY, 12th Sept.	WEDNESDAY, 19th Sept.
WEDNESDAY, 26th Sept.	WEDNESDAY, 3rd Oct.
WEDNESDAY, 10th Oct.	WEDNESDAY, 17th Oct.
WEDNESDAY, 24th Oct.	WEDNESDAY, 31st Oct.
WEDNESDAY, 7th Nov.	WEDNESDAY, 14th Nov.
WEDNESDAY, 21st Nov.	WEDNESDAY, 28th Nov.

ON WEDNESDAY, the 1st day of August, 1906, at Noon, the S.S. BAYERN, Captain FOMMERS, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 20th July, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 31st July, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 31st July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardsess. Lizen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	\$21.0.0.	\$12.0.0.	\$8.0.0.
To Southampton, London, Bremen and Hamburg	\$21.0.0.	\$12.0.0.	\$8.0.0.
To New York, via Suez, via Naples, Genoa or Gibraltar	\$44.0.0.	\$24.0.0.	\$16.0.0.
To Bremen or Southampton	\$18.0.0.	\$10.0.0.	\$6.0.0.
To New York, via Suez, via Bremen or Southampton	\$123.0.0.	\$68.0.0.	\$44.0.0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamer from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERSBETHSHOF, MATUPE, BRISBANE, SYDNEY AND MELBOURNE.
PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

Steamers	Sailing Dates, 1906.
WILLEHAD	4768 tons, TUESDAY, 21st Aug.
PRINZ WALDEMAR	3927 tons, TUESDAY, 18th Sept.
PRINZ SIGISMUND	3802 tons, TUESDAY, 18th Oct.

ON TUESDAY, the 21st day of August, at Noon, the STEAMER WILLEHAD, Captain OBERMAYER, with Mails, Passengers, and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardsess. Lizen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
To Manila	\$50.0.0.	\$20.0.0.	\$10.0.0.
To New Guinea	\$28.0.0.	\$11.0.0.	\$6.0.0.
To Brisbane	\$28.0.0.	\$11.0.0.	\$6.0.0.
To Sydney	\$28.0.0.	\$11.0.0.	\$6.0.0.
To Melbourne	\$28.0.0.	\$11.0.0.	\$6.0.0.
To Yokohama	\$28.0.0.	\$11.0.0.	\$6.0.0.
To Kobe	\$28.0.0.	\$11.0.0.	\$6.0.0.
To Yokohama & back from Kobe to Hongkong	\$140.0.0.	\$80.0.0.	\$50.0.0.

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG
To Europe via Australia and Colombo by Imperial Mail Steamer ... \$297.0.0.
To Europe via Australia and America ... \$98.0.0.
(From Australia to New York via Vancouver by the C. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For	Steamers	ASSET 1906.
YOKOHAMA & KOBE	WILLEHAD	WEDNESDAY, Aug. 1.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, Aug. 1.
Do	SACHSEN	WEDNESDAY, Aug. 15.

* Reaching Yokohama in less than 6 Days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG, via Vancouver or San Francisco to NEW YORK by the C. P. R. Co.'s steamers, P. M. S. Co., O. & O. S. S. Co., T. K. R. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates—

To	1st Class
London via Plymouth or Southampton	\$82.0.0.
to Bremen	\$63.0.0.
to Paris via Cherbourg	\$65.0.0.
to Naples, Genoa, via Gibraltar	\$65.0.0.

For further Particulars, apply to

Norddeutscher Lloyd.

MELOHRS & CO., Agents.

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship, *Indra*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock, Noon, 24th Inst., will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers, Hongkong, July 23, 1906.

1468

THE Company's Steamship, *Zaida*, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 12 o'clock, Noon, 24th Inst., will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers, Hongkong, July 23, 1906.

1468

1468

AN ENGLISH NEWSPAPER.

THURSDAY.

Strange Letter From Aichefof Japanese.

The *Chetoo Daily News* has published the following statement:—
We have been threatened. We realise that only great men, kings, presidents and millionaires receive threatening letters, and while our bosom heaves with honest pride at finding ourselves in this class, we know we are doomed, and therefore ask our friends to keep away from us.

The letter came yesterday. Here it is:—
Chetoo, June 27, 1906.

To the Editor of the *Chetoo Daily News*.
Sir,—Although I know that your paper has no influence in any part of the world, but those ungrateful and disgusting words appeared in your editorial column lately such as "the ape faced, grinning, yellow bores," etc., are inexcusable on your part, and so I tell you gravely that if you will dare use such rude "pleasures" upon us any more, unconquered, victorious people, we Japanese residents here, numbering some half a hundred men only shall attack your printing office and break up all the printing material so that you could execute any offending business no longer. It is no use to take proper steps against you. This will be quick and much effectual steps.

I beg you to remember that even the police boxes in the centre of Tokyo City were burnt down and broken up just after the peace treaty of Portsmouth. We are easily excited people! If the pride and dignity of our country were to be offended unreasonably, no matter who, and how strong may be our antagonists, we would not rest our hands before they should be entirely knocked down.

Yours contempt,
M. S.
A Japanese resident, Chetoo.

It is fair to add that the *Chetoo Daily News*, a Pro-Russian organ, has given considerable provocation to the Japanese community by its abusive attacks on their country and fellow subjects.

By Special Favour:
A young school minister, fearing that his hair was disarranged, and anxious to make a good impression with his "trial sermon," turned to the "minister's man" in the vestry, and said, "Could you get me a glass?" The man seemed surprised, but by-and-by returned, concealing what proved to be a whisky bottle under his coat, and said, "I only got it as a special favour," he said, "and they would have given it to me if I had not been so careful not to mention it, hope!"

THE Company's Steamship, *China*, Captain DAMANOFF, will be despatched to above on WEDNESDAY, the 1st August, p.m.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to

SANDER, WIELER & CO., Agents, Princes' Building, Hongkong, July 26, 1906 1241

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALACCA COAST

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS TO SAIL, 1906.

ATHOLL.....To follow.

For Freight and further information, Apply to

DODWELL & CO., LTD., Agents.

NOTICE TO CONSIGNEES.

STEAMER ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London by the *Ernest Simons* from Bordeaux via Havre, Antwerp, London, and Calcutta, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the warehouse and/or extra warehouse of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 p.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining unclaimed after MONDAY, the 30th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before July 30th July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 30th July, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, July 24, 1906. 1473

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

Hongkong, July 23, 1906. 1468

NOTICES TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MOLDAVIA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo—
From London, via Calcutta, Victoria and Aden.
From ITALY, via Suez.
From AUSTRALIA, via Suez.
From CALCUTTA, via Suez.
From PENANG, via Suez, ex a.s. B.I.S.N. and B. & P.S.N. Co.'s steamers.

Optional goods will be landed here unless intimation is given to the contrary before 6 hours.

Goods not cleared by the 31st July, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be left until after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, July 26, 1906. 1482

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, LONDON AND STRAITS.

THE Steamship

Captain G. E. WATSON, having arrived from the above Ports, Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining unclaimed after the 30th Inst., will be subject to rent.

All Broken, Chipped and Damaged Goods are to be left in the Godowns, where they will be examined on the 30th Inst., at 4 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, July 24

SPORTING.

(Continued from Page 5.)

Scottish Athletic Notes.

RECORDS MADE AT POWDERHALL.
Lieutenant Halswell accomplished on Saturday (June 23) what most competent critics thought was impossible, and thus made the 1906 championship meeting of the Scottish Amateur Athletic Association the most memorable in the history of the event. He won four championships, and that with such ease and in such good time that it appeared as if he had been doing nothing out of the common. He is without doubt, a wonderful runner; a better has probably never run over a Scottish track. So far he has done record time in only the 40 and 600 yards, but it is just a matter of waiting to have his name opposite all distances from 220 to 880 yards.

Halswell was perhaps a trifle lucky on Saturday in meeting Stark when only partly trained, but Halswell's time in the 100 yards and the 220 were quite up to the average in a championship meeting. In the running race moreover, Halswell had the ill-luck to be hustled at the first bend. Knocked completely off his stride, and having to run wide, he was at a great disadvantage. But he made the last bend the winner with the leaders, and in the straight he had matters all his own way. We feel sure that on the 220 yards he is perfectly able to meet Stark at his best.

In the 100 yards the matter is more doubtful. Halswell won on Saturday by about a yard for reason of a motor-like finish. The 100 yards he had been thoroughly fit, might have been able to put in the extra yard that would have enabled him to retain his title. As a matter of fact, however, it is to the first fifty yards that Halswell is taken command of a race. Stark ran well in both the 100 and 220, but he was not better than he did at the Edinburgh Harriers' meeting a few weeks ago, but Halswell is a little too good for him.

The half and the quarter were runaway victories for Halswell. W. D. Anderson was very disappointing in the half-mile. He has not been running much over long distances this year, and has shown a preference for the quarter, but it is really too irritating to find a Scottish record-holder giving up the race at the last bend when the finishing time turns out to be 1:35 secs. slower than he had done last year.

Anderson showed the same lack of courage in his last race, the quarter, but he was not better than he did at the Edinburgh Harriers' meeting, and really he had better give up the half-mile unless he can show more pluck or more stamina.

A NEW CHAMPION AND RECORD-BREAKER.
There were other record-breakers at Saturday's meeting, but Halswell, Newhall, and the three miles' walk. (T. R. Nicholson can still give a mighty heave to the hammer. He reduced opposition to the verge of the ridiculous by the ease with which he outdistanced his opponents. He threw 113 feet 10 inches, and 6 feet behind his own record and over 38 feet beyond the best throw of the second man. Nicholson was defeated, however, in putting by T. Kirkwood a Liverpool Scot, who broke native record easily with a putt of 45 feet 2 inches.

Merchant Vessels in Hongkong Harbour.

EXHIBITION OF LATEST ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Arrivals are divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Shipping of midway between each shore are marked C, in connection with the figure denoting the section.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Office.
4. From Harbour Office to the Mole.
5. From the Mole to the Eastern Wharf.
6. From the Eastern Wharf to the Naval Yard.

VESSEL'S NAME.	CAPTAIN.	FLAG AND REG.	TYPE.	DATE OF DEPT.	DATE OF ARRIVAL.	CONSIGNEES OR AGENTS.	DESTINATION.	REMARKS.
STEAMERS.								
A. B. Brock	c Anderson	Norw. str.	641	July 14	Order	Jardine, Matheson & Co.		
Amara	c Mattock	British str.	1568	July 23	23	China Commercial S. Co., Ltd		
Alabama	c Ellis	British str.	1253	July 23	23	David Sassoon & Co., Ltd.		
Ararat	c Foy	British str.	2321	July 23	23	Chinese		
Bombon	c Bull	French str.	1500	July 23	23	Chinese		
Brand	c Renzen	Norw. str.	1519	July 20	20	J. and R. Wier & Co.		
Coptic	c Finch	British str.	2744	July 20	20	O. & S. S. Co.		
Cransley	c Steele	British str.	3003	July 23	23	Gibb, Livingston & Co.		
Crossed	c Milburn	British str.	2744	July 23	23	Chinese		
Dakotah	c Ross	British str.	2340	July 23	23	Shewan, Tomes & Co.		
Edna Wagner	c Kagan	Ger. str.	1435	July 23	23	Hamburg-America Linie		
Emma Layton	c Conrad	Ger. str.	1235	July 16	16	Chinese		
Empire	c George	British str.	2183	July 24	24	Gibb, Livingston & Co.		
Empress of China	c Alchbald	British str.	3498	July 24	24	J. P. R. Co.		
Eri	c Wacker	Norw. str.	800	July 20	20	Aagaard, Thorsen & Co.		
Hanzel	c Herless	Norw. str.	737	July 20	20	A. R. Marty		
Helen Wagner	c Kagan	Ger. str.	985	June 26	26	Lantz, Wegener & Co.		
Hilary	c Ucker	Ger. str.	1276	July 23	23	J. and R. Wier & Co.		
Hochov	c Brown	British str.	1270	July 23	23	Butterfield & Swire		
Joshin Maru	c Ohta	Japan. str.	1244	July 23	23	Nippon Yusen Kaisha		
Kagoshima Maru	c Wylne	Japan. str.	2345	July 23	23	Butterfield & Swire		
Kueloh	c Bradley	British str.	1214	July 23	23	Jardine, Matheson & Co.		
Kwongkong	c Baker	British str.	1087	July 23	23	Jardine, Matheson & Co.		
Labor	c Olsen	Norw. str.	1428	July 23	23	Jardine, Matheson & Co.		
Laurel	c Olsen	Norw. str.	949	July 23	23	Aagaard, Thorsen & Co.		
Loonang	c Rindahl	Swed. str.	998	July 23	23	Sander, Wier & Co.		
Loonang	c Smith	British str.	1022	July 23	23	Jardine, Matheson & Co.		
Loonang	c Williamson	British str.	3222	July 23	23	Jardine, Matheson & Co., Ltd.		
Loyal	c Watson	Ger. str.	634	July 21	21	Sander, Wier & Co.		
Maibeli	c Schenmann	Ger. str.	883	July 21	21	Leben & Co.		
Maefoo	c Sleeman	Chi. str.	1321	July 21	21	C. M. S. N. Co.		
Mercedes	c McGregor	British str.	2923	July 21	21	Admiralty		
Mordake	c Batten	British str.	1734	July 21	21	Dredge & Co., Ltd.		
Neil Macleod	c Corral	Amer. str.	901	June 19	19	Barretto & Co.		
N. S. de Rosario	c Blanco	Amer. str.	716	June 12	12	Barretto & Co.		
Nord	c Haraldsen	Norw. str.	732	July 19	19	Aagaard, Thorsen & Co.		
Petrarch	c Hatje	Ger. str.	1253	June 11	11	Sander, Wier & Co.		
Prometheus	c Cornelissen	Norw. str.	900	July 10	10	Nippon Yusen Kaisha		
Providence	c Skarbo	Norw. str.	683	June 16	16	Chinese		
Quinta	c Frahm	Ger. str.	987	July 19	19	Sanderson & Co.		
Santa	c Frhm	Norw. str.	726	July 19	19	Bradley & Co.		
Sonora	c Sachs	Ger. str.	3225	July 20	20	Hamburg-America Linie		
Shahjehan	c Scott	British str.	1041	July 14	14	Chinese		
Shawmut	c Roberts	Amer. str.	9006	July 17	17	Dredge & Co., Limited.		
Signal	c Schalkier	Ger. str.	907	July 23	23	Leben & Co.		
Skuld	c Old	Norw. str.	917	July 23	23	Aagaard, Thorsen & Co.		
Sollberg	c Smith	Ger. str.	765	July 23	23	Jensen & Co.		
Sontag	c Robinson	British str.	1021	June 23	23	Butterfield & Swire		
Taihan	c Laing	British str.	1123	June 23	23	Bradley & Co.		
Tartar	c Davis	British str.	2768	July 24	24	J. P. R. Co.		
Tientsin	c Monkanan	British str.	1227	July 24	24	Butterfield & Swire		
Wanderworth	c Thomas	British str.	2081	July 23	23	Dredge & Co., Ltd.		
Yangmoo	c Kora	Kora str.	3428	July 23	23	Mitsui Bussan Kaisha		
Yokohama	c Brown	British str.	1309	July 23	23	Butterfield & Swire		
Zafro	c Rodger	British str.	1511	July 23	23	Shewan, Tomes & Co.		
Z. Y. de Aldecoa	c Echaz	Amer. str.	1590	May 16	16	Barretto & Co.		

Sailing Vessels.
Alta Amer. sh. 1000 April 14 Master

To-day's Advertisements

BY ORDER OF THE MORTGAGEE.

MESSRS HUGHES & HOUGH have received instructions to sell by

PUBLIC AUCTION,

on

TUESDAY,

the 14th day of August, 1906, at 3 p.m.,

at the Sales Room, No. 8,

Ice House Street, Victoria, Hongkong.

The following

VALUABLE LEASEHOLD PROPERTY

which will be put up for sale in

Two Lots:-

Lot 1.-All that piece or parcel of ground

situated at Victoria, in the Colony of Hong

kong, and registered in the Land Office as

Lot 1, of the Crown Leasehold No. 1668,

together with the message or tenement thereon known as

No. 4, WA HING LANE. The Property is

held for the residue of the term of 999

years created by the Crown Leasehold No. 1668,

and is situated in the Victoria, in the Colony of Hong

kong, and registered in the Land Office as

Lot 1, of the Crown Leasehold No. 1668,

together with the message or tenement thereon known as

No. 4, WA HING LANE. The Property is

held for the residue of the term of 999

years created by the Crown Leasehold No. 1668,

and is situated in the Victoria, in the Colony of Hong

kong, and registered in the Land Office as

Lot 1, of the Crown Leasehold No. 1668,

together with the message or tenement thereon known as

No. 4, WA HING LANE. The Property is

held for the residue of the term of 999

years created by the Crown Leasehold No. 1668,

and is situated in the Victoria, in the Colony of Hong

kong, and registered in the Land Office as

Lot 1, of the Crown Leasehold No. 1668,

together with the message or tenement thereon known as

No. 4, WA HING LANE. The Property is

held for the residue of the term of 999

years created by the Crown Leasehold No. 1668,

and is situated in the Victoria, in the Colony of Hong

kong, and registered in the Land Office as

Lot 1, of the Crown Leasehold No. 1668,

together with the message or tenement thereon known as

No. 4, WA HING LANE. The Property is

held for the residue of the term of 999

years created by the Crown Leasehold No. 1668,

and is situated in the Victoria, in the Colony of Hong

kong, and registered in the Land Office as

Lot 1, of the Crown Leasehold No. 1668,

together with the message or tenement thereon known as

No. 4, WA HING LANE. The Property is

STEAMERS PASSED SUEZ CANAL

(SUPPLIED THROUGH ROUTE).

Machina, Tenaka, June 1; Manila, 8;

Benavides 12; Polynesian, Athol, 15;

Indra, 17; Dardania, 19; Nippon, 22;

Nippon, 22; Dardania, 23; Nippon, 24;

Nippon, 24; Dardania, 25; Nippon, 26;

Nippon, 26; Dardania, 27; Nippon, 28;

Nippon, 28; Dardania, 29; Nippon, 30;

Nippon, 30; Dardania, 31; Nippon, 1;

Nippon, 1; Dardania, 2; Nippon, 3;

Nippon, 3; Dardania, 4; Nippon, 5;

Nippon, 5; Dardania, 6; Nippon, 7;

Nippon, 7; Dardania, 8; Nippon, 9;

Nippon, 9; Dardania, 10; Nippon, 11;

Nippon, 11; Dardania, 12; Nippon, 13;

Nippon, 13; Dardania, 14; Nippon, 15;

Nippon, 15; Dardania, 16; Nippon, 17;

Nippon, 17; Dardania, 18; Nippon, 19;

Nippon, 19; Dardania, 20; Nippon, 21;

Nippon, 21; Dardania, 22; Nippon, 23;

Nippon, 23; Dardania, 24; Nippon, 25;

Nippon, 25; Dardania, 26; Nippon, 27;

Nippon, 27; Dardania, 28; Nippon, 29;

Nippon, 29; Dardania, 30; Nippon, 31;

Nippon, 31; Dardania, 1; Nippon, 2;

Nippon, 2; Dardania, 3; Nippon, 4;

Nippon, 4; Dardania, 5; Nippon, 6;

Nippon, 6; Dardania, 7; Nippon, 8;

Nippon, 8; Dardania, 9; Nippon, 10;

Nippon, 10; Dardania, 11; Nippon, 12;

Nippon, 12; Dardania, 13; Nippon, 14;

Nippon, 14; Dardania, 15; Nippon, 16;

Nippon, 16; Dardania, 17; Nippon, 18;

Nippon, 18; Dardania, 19; Nippon, 20;

Nippon, 20; Dardania, 21; Nippon, 22;

Nippon, 22; Dardania, 23; Nippon, 24;

Nippon, 24; Dardania, 25; Nippon, 25;

Nippon, 25; Dardania, 26; Nippon, 26;

Nippon, 26; Dardania, 27; Nippon, 27;

Nippon, 27; Dardania, 28; Nippon, 28;

Nippon, 28; Dardania, 29; Nippon, 29;

Nippon, 29; Dardania, 30; Nippon, 30;

Nippon, 30; Dardania, 31; Nippon, 31;

Nippon, 31; Dardania, 1; Nippon, 1;

Nippon, 1; Dardania, 2; Nippon, 2;

Nippon, 2; Dardania, 3; Nippon, 3;

Nippon, 3; Dardania, 4; Nippon, 4;

Nippon, 4; Dardania, 5; Nippon, 5;

Nippon, 5; Dardania, 6; Nippon, 6;

Nippon, 6; Dardania, 7; Nippon, 7;

Nippon, 7; Dardania, 8; Nippon, 8;

Nippon, 8; Dardania, 9; Nippon, 9;

Nippon, 9; Dardania, 10; Nippon, 10;

The Imperial German Mail s.s. Prinz Eitel

Friedrich carrying the German Mails

with dates from Berlin of the 3rd July,

left Singapore on Thursday, the 26th

July, at 8 a.m., and may be expected

here on about Monday, the 30th

July, at 10 a.m.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr F. R. Adams Mr T. G. Hill

Mr R. B. Anderson Mr W. M. Hum

Mr J. Arnold Mr J. J. Jones

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

Mr J. B. Bain Mr J. R. Hunter

SHIPPING.

ARRIVALS.

July 25.

Agropost, British steamer, 15,440, E. H.

Smith, R.N., Singapore, July 21.

Sungking, British str., 687, T. Robinson,

Cebu and Hilo July 20, Sagan—

Butterfield & Swire.

Zeno, French steamer, 739, P. Morice,

Haiphong and Hilo July 25, General.

—A. R. Marty.

Kwang Tai, Chinese str., 1,538, Wm.

H. Lunt, Shanghai July 21, General.—O.